TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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WHEN THE TAIL WAGS THE DOG

On the face of the official statement issued by the public service Tomopah and Goldfield the a 3 cm is not warranted. It is comoded since the commission's own statement dealing with the number of passengers gives the following distantial

Stations Inbound No. 24 Outbour	
Wabusha 139 9	
-Schurz 22 18	
Thorne 41 32	
Lauring 37 2	
Mina 150 * 14	
Tono, cliff, and pourse So, of Mina 600. 599	

in any manner. Out of a total of 992 passengers inbound a little over one-third bought to kets, outside of Tenopali and Galiffield and rush of travel due to the Divide bound was at its south whom a fagreater disparity would be shown. It is true that Tonopah was Tonopali Chamber of Money, representing overy mining company region where rapid transportation for passengers is an important factor that should not be overlacked. Tomopah made its plea ones before and, if afforded the eppertunity, the evidence could sity today for a double night service than at any time in the histor, of the camp. It is cited that hotel keepers favored the change Nothing enally be more natural since it compets travelers to remain over night instead of arriving to the morning dispatching their business and returning to their places of business in San Francisco, Reno or other outside points the same day. The decision of the commission cannot be regarded as anything more than a snap judgment against Tonopah on a superficial hearing in which the evidence before cited was not introduced. Since January over \$2,000,000 has been invested in mining properties than can be reached only through the Tonopan gateway. These properties when they one get going, will employ hundreds of men, every one of whom will be interested in having rapid communication with the financial centers on which the future of the mining industry depends. The opinior of the commission passes up the a ressity for quick mail facilities between the mining camps and places where the management has to be in close touch. The delay of twelve hours in sending out mail means much to these companies who will have the added expense of telegraphic communication to arrive in on the costs of operation

Tonopah established its rights and these rights should not be set aside truthlessly. According to the commission the question of railroad service may be requenced any time a few people get together and file a petition and Topopals is expected to assume the cost at defining its rights at such hearings. There is no pulliation of this policy which lass a vicious foundation for future reviewing of the transportation problem.

It is safe to say that there are not ten people in Konopah to Nyo county who favor the change,

No. No. No. No. No. No. No. No.

PRIVATE OWNERSHIP.

The leading business centers report an amazing change in a fundling of passenger traffic sizes the return of the materials.) private ownership. First class limited Irains have been restored and the business has grown to such proportions that the popular trains are running in two and three softian where, under the government administration, the one section was not fully patronized. De Jane trains are again on the schedule from court to court and local train have been increased in cases 200 per cent with a full patromage The west bound business to the Parific terminal which was reported as falling off two weeks ago has re-upstated to the extent that one read out of Salt Lake is coming two sections regularly on its limited service. All this has been accomplished by the contention of business principles, the reappointment of burist agents, excursion salieither and the dependability of the service. The old time courtess which was sadly missed under the government is coming back and passingers find the train stews willing and obliging when saked

for information or advice. This comes from natural business rivalry. The same crews are employed but conductors, brakemen, porters and others in the service realize that their positions depend on their treatment of travelers. The surest test will be found when the carning sheets for March appear. That will be the demonstration of the difference between men working for the government and the same men held to a scriet accountability by local superintendents whose positions are not longer the reward of a political pull, ut held through fitness and fair dealing.

DE NO RO RO RO RO Violence attended the discussion of universal suffrage in the ower house of the Japanese diet. Imagine what will happen when they get down to national prohibition

penerated by water power, today, for on streams fed by the glaciers. the first time, pulled trains over Electric trains will not run into 23 the coast division of the Chicago, Scattle until a stretch twelve miles Milwaukee and St Paul railway long from Renton Junction is rigged The Columbian, the company's over with poles and trolley wires. The and train, was the first to leave work will start as soon as the com-Tacoma, on the coast run, behind pany arranges for a long time lease an electric locomotive

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all make the grades at about 2

raction, Light and Power company On the east end it will be furnished

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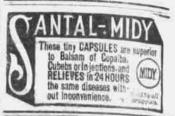
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